

Amendment 1 to PANS-ATM, Doc 4444, 15th Edition – “ICAO 2012”

Planned updates to filing guidance

Prepared by: Ray Ahlberg, ATO-E Safety and Operations Support
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**Federal Aviation
Administration**



Agenda

- **Web site updates**
 - <http://www.faa.gov/go/fpl2012>
 - Past Filer Telcon briefings are posted
 - Placeholders for drafts of document updates
- **Summary of key updates to ICAO Reference Guide**
 - This is the first document being updated
- **Focus item: Practical guidance for implementing Field 10 changes**
- **Brief review of Field 18 STS/ items with issues that we are working**
 - (Full review of Field 18 practical guidance next month)



Documentation Update Approach

- **Homework:**

- Tell us what information you need to update your systems.
- We can prioritize our work and schedule accordingly.

- **Current Plan:**

- **Draft changes**

- Review guidance incrementally on monthly telcon as changes are defined
 - This month: Field 10 changes
 - Next : Field 18 changes, message field changes (CHG, CNL, DLA)
 - Subsequent months: Issues as needed
- Publish changes on website as available (You should aim to respond by June)
 - Collect comments
 - Note: will be performing FAA and flight plan filer reviews concurrently
 - Continue to refine as necessary based on comments & results of international coordination of issues
- Finalize document changes/web site by Fall 2011

- **Publish changes**

- Early 2012: 2 versions on the filing web site
 - PRESENT
 - NEW
- November 2012: Remove old version



Documents being changed

- **FAA ICAO Flight Planning Interface Reference Guide**
 - Update message and field definitions
 - Update description of FAA need/use for all new and modified items
 - Working on this now: expect draft by the April telcon
- **Filing Requirements for Assignment of RNAV Routes**
 - Clarify use of PBN/ versus NAV/
 - Incorporate guidance for Oceanic RNP
 - Working on this now: expect draft by the April telcon
- **Guidelines for Use of ICAO Messages for Domestic Flight**
 - Update instructions on “ZZZZ” departure or destination
 - Reviewing for any other impacts
 - Expect draft by May
- **Acceptance/Rejection of Domestic ICAO Messages**
 - Update to include Fields 13b, 18 (DOF/) in CHG and CNL
 - Expect draft by June

Targeting to have all drafts of all documents by June 2011



Topic 1: Updates to FAA ICAO Flight Planning Interface Reference Guide

- **Section 3.1.2 Message Syntax**
 - Clarify limitations on use of oblique stroke (/) and hyphen (-)
 - Service providers should attempt to prevent use of these characters in Field 18 text fields
- **Section 3.2.1 FPL Contents**
 - Changes FAA instructions regarding S, R, W, X, Y, and Z in Field 10a
 - Updates instructions for populating DEP/ and DEST/
 - Changes examples to comply with NEW format & content
- **Section 4. PBN in Domestic U.S. Airspace**
 - Reconciles guidance for RNAV filing with PBN/
 - Expands section to address RNP-10 and RNP-4 requirements for Oceanic
- **Attachment 2, Table 2-1 (Item 18 Indicators)**
 - Reorders indicators into the new order
 - Adds new items
 - Adds guidance and references for when to file/what to include
 - Changes guidance relative to use of multiple instances of an indicator
- **Attachment 2, Table 2-2 (Non Standard Item 18 Indicators)**
 - Guidance changed to reflect indicators no longer relevant
 - Reflect ICAO position on non-standard indicators
- **Also, adding**
 - Additional guidance on FAA requirements for Field 10 items
 - References to source documents for filing requirements documented here
 - AIM, AIP, Advisory Circulars, ICAO Doc. 7030, International NOTAMs, etc.



Checklist of changes to flight plan

Items not listed here can be filed as today

- **Field 10a**
 - GNSS based landing capability (A, B)
 - ACARS applications (E1-E3)
 - GNSS (G)
 - CPDLC (J1-J7)
 - Satellite Comm (M1-M3)
 - PBN Approved (R)
 - VHF with 8.33 kHz spacing (Y)
- **Field 10b**
 - Transponder
 - ADS-B
 - ADS-C
- **Field 18**
 - Order of the indicators
 - Use of oblique stroke or hyphen
 - STS/
 - PBN/
 - NAV/
 - DAT/
 - DEP/, DEST/
 - PER/
 - SUR/
 - DOF/
 - TALT/



Field 10a Checklist

Capability	Change	FAA rqmts...
GNSS-based landing system (A, B)	Identifies new capability	No FAA requirements
ACARS applications (E1-E3)	Identifies new capability	No FAA requirements
GNSS (G)	Also file augmentation capability in NAV/	AIM & AC 20-138A No FAA reqs to file augment.
CPDLC (J1-J7)	File the specific capability; no data required in DAT/	No FAA requirements
Satellite Comm (M1-M3)	Identifies new capability	No FAA requirements
PBN Approved (R)	Include PBN/ for type of capability (ies)	AC 90-100A (domestic) AC 91-70A (oceanic) Continue filing NAV/ for RNAV1; Use PBN/ for RNP10, RNP4
VHF w/ 8.33 kHz spacing (Y)	Identifies new capability- CMNPS is obsolete	No FAA requirements



Notes on changes in 10a

- **Items marked “No FAA requirements” do not have to be filed for domestic flight plans at this time**
 - International filers may need to include them for other countries
 - The FAA may need these at a future date
- **FAA will initially use PBN/ data for RNP10 and RNP4 requirements, but will continue to use NAV/ for RNAV-1 (domestic RNAV) requirements**
- **Continue to file FAA NAV/RNVE99 for flights complying with AC 90-45A, Area Navigation Systems**
 - This is not a PBN capability- there is no equivalent in PBN/



Field 10a Examples

- **Correct**

S

AE1GJ3M2W

- **Incorrect**

SEGW

E without a digit

SE1GWGL

Repeated G

NSGW

*N with other
capabilities*



PBN Example (when R is in Field 10a)

- **PRESENT**

NAV/RNVD1E2A1 RNP4

- **NEW**

NAV/RNVD1E2A1 PBN/D2L1

Notes:

- 1. PBN codes D2 or D4, but not D3, describe FAA RNAV-1*
- 2. PBN code A1 = Oceanic RNP10; L1 = Oceanic RNP4*
- 3. FAA automation checks only for NAV/ for RNAV-1; does not check PBN/. Other ANSPs will check PBN/.*



Field 10b Checklist

Capability	Change	FAA rqmts...
Transponder (E, H, L)	3 new capabilities possible. Continue to file <u>1 letter</u> for transponder	No FAA requirements (for the new codes)
ADS-B (B1, B2, U1, U2, V1, V2)	Identifies new capability. File one or more codes.	No FAA requirements (but see note on next page)
ADS-C (D1, G1)	Identifies new capability. File one or more codes.	AC 91-70A



Notes on Changes in 10b

- **There is an error in the Amendment in Appendix 3 (Appendix 2 is correct). N should be filed when:**
“no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable”
 - This instruction appears in Appendix 2 but is omitted in Appendix 3
- **FAA looks at transponder code only to determine whether Mode A (4096 code) capable and whether Mode C capable (we do not currently use Mode S capability)**
 - A, C, I are interpreted as Mode A, no Mode C
 - C, P, S, E, H, L are interpreted as Mode A and Mode C capable
- **Note that there is a difference in interpretation of Field 10b between ANSPs**
 - Based on the wording, multiple transponder codes could be permissibly filed
 - Safest and simplest is to continue to file one letter as is done currently- all ANSPs should accept this regardless of their interpretation
- **FAA has not yet issued ADS-B filing guidelines, but this is what is being built into the automation:**
 - UAT and 1090 ES will be considered ADS-B capability in U.S. VDL capability will be ignored.
 - FAA anticipates requiring that SUR/260B or SUR/282B be filed to indicate the appropriate level of certification.
 - Do not file B1 and B2 or U1 and U2; only file one UAT and/or one 1090 ES capability
- **FAA currently supports FANS 1/A CPDLC in NY and Oakland Oceanic, and Anchorage center.**



Field 10b Examples

- **Correct**

S

CU1

SB2D1

SB1U1V1D1G1

- **Incorrect**

CS

2 transponder codes

CU1U2

2 ADS-B (UAT) codes



Field 18- Some Items with issues

- **IRMK/ and FRC**
 - Trying to remove need for IRMK/
 - Considering options for filing FRC in RMK/ or another indicator
 - Will require some automation changes to handle properly- currently assessing
- **STS/NONRNP10**
 - Will no longer be permitted under Amendment 1 rules
 - Considering moving to NAV/NONRNP10
- **STS/NONRVSM**
 - Filing instructions in AC 91-70A and in NOTAMS are inconsistent with this
 - Expect to change the NOTAMS to line up with the amendment
- **STS/MEDEVAC, STS/HOSP**
 - Definitions conflict with FAA use of “Lifeguard”
 - Working to reconcile procedures, documentation
- **Please contact us if you have questions on any of these items**



Other guidance

- **Visit the FAA ICAO 2012 website**
 - <http://www.faa.gov/go/fpl2012>
- **Visit the ICAO FITS website**
 - <http://www2.icao.int/en/FITS/Pages/home.aspx>
- **Visit the Asia Pacific Region web site**
 - <http://www.bangkok.icao.int/>
- **Visit the Eurocontrol page for description of their 2012 implementation**
 - http://www.cfm.eurocontrol.int/cfm/public/standard_page/cfm_programmes_fpl_2012_impl_details.html
- **Use this forum or contact the FAA with any questions you have on implementation**
 - Donald.CTR.Schraub@faa.gov
 - Ray.Ahlberg@faa.gov

